

FROM: Katie Kurek

TO: Horsham District Council
FAO: Tamara Dale

SUBJECT: DC/17/2621 - Proposed erection of chalet bunaglow to form 2x three bedroom dwellings and conversion of the existing barn known as Carters barn to provide 1x bedroom dwelling together with all associated internal works, drainage works, car parking, refuse storage and cycle storage. (Listed Building Consent).

Land to the rear of Lloyds Bank TSB Limited, 37, High Street, Steyning, West Sussex

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

Comments are identical to DC/17/2620, pasted below:

Summary

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application DC/16/2702 for conversion of Carters Barn to single dwelling and 3 x townhouses to which no objections were raised. The application was withdrawn.

This most recent submission is a reduced scheme for 2 x 3-bedroom dwellings (chalet bungalow) and conversion of barn to 1-bedroom dwelling. The LHA do not raise any highways grounds to resist the application subject to advice as below.

Content

Three car parking spaces will be provided for the dwellings accessed via existing vehicle crossover from the unclassified Charlton Street. It is proposed that one space will be allocated per dwelling. On this basis the WSCC Car Parking Demand Calculator envisions a demand for five spaces, a shortfall in two spaces. The LHA advise the car parking is unallocated which will provide a reduced demand of four spaces.

On street parking occurs without restriction on this section of the east side of Charlton Street, it is limited and causes a noticeable narrowing of the available carriageway space. Double yellow lines on the west side of Charlton Street and on nearby junctions prohibit any parking in locations that would be deemed a detriment to highway safety. Consequently the LHA could not substantiate highway safety reasons to resist the proposal as a result of the shortfall in parking provision, however the Local Planning Authority (LPA) may wish to consider the impact that this parking demand would cause on the nearby road network from an amenity point of view. The anticipated demand for parking would also be less than what was previously proposed.

Conclusion

As per our previous comments the principle of the scheme is acceptable and the reduced scale of the development would result in a reduced parking demand. The LHA acknowledge the restrictions on site regards the internal access route however the reduced scheme will diminish the quantity of vehicle movements and a highway safety grounds to resist the proposals could not be substantiated.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use. Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning

Authority. Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction. Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVE

The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to arrange for an Access Protection Line (APL) to be extended across the existing vehicular access point on to Charlton Street.

Katie Kurek
Planning Services

FROM: Katie Kurek

TO: Horsham District Council
FAO: Tamara Dale

SUBJECT: DC/17/2620 - Proposed erection of chalet bungalow to form 2x three bedroom dwellings and conversion of the existing barn to the south of Carters barn to provide 1x bedroom dwelling together with all associated internal works, drainage works, car parking, refuse storage and cycle storage. (Full Application).

Land to the rear of, 37, High Street, Steyning, West Sussex

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

Summary

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application DC/16/2702 for conversion of Carters Barn to single dwelling and 3 x townhouses to which no objections were raised. The application was withdrawn.

This most recent submission is a reduced scheme for 2 x 3-bedroom dwellings (chalet bungalow) and conversion of barn to 1-bedroom dwelling. The LHA do not raise any highways grounds to resist the application subject to advice as below.

Content

Three car parking spaces will be provided for the dwellings accessed via existing vehicle crossover from the unclassified Charlton Street. It is proposed that one space will be allocated per dwelling. On this basis the WSCC Car Parking Demand Calculator envisions a demand for five spaces, a shortfall in two spaces. The LHA advise the car parking is unallocated which will provide a reduced demand of four spaces.

On street parking occurs without restriction on this section of the east side of Charlton Street, it is limited and causes a noticeable narrowing of the available carriageway space. Double yellow lines on the west side of Charlton Street and on nearby junctions prohibit any parking in locations that would be deemed a detriment to highway safety. Consequently the LHA could not substantiate highway safety reasons to resist the proposal as a result of the shortfall in parking provision, however the Local Planning Authority (LPA) may wish to consider the impact that this parking demand would cause on the nearby road network from an amenity point of view. The anticipated demand for parking would also be less than what was previously proposed.

Conclusion

As per our previous comments the principle of the scheme is acceptable and the reduced scale of the development would result in a reduced parking demand. The LHA acknowledge the restrictions on site regards the internal access route however the reduced scheme will diminish the quantity of vehicle movements and a highway safety grounds to resist the proposals could not be substantiated.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use. Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction. Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVE

The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to arrange for an Access Protection Line (APL) to be extended across the existing vehicular access point on to Charlton Street.

Katie Kurek
Planning Services

S-2

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 11/12/2017

**FROM: Katie Kurek TO: Horsham District Council
FAO: Tamara Dale**

SUBJECT: DC/17/2626 - Proposed conversion of former Lloyds Bank to provide 4x flats and 1x retail unit with erection of single storey rear extension and associated internal alterations (Listed Building Consent).

Lloyds Bank TSB Limited, 37, High Street, Steyning, West Sussex

RECOMMENDATION:

**Advice
Objection**

X

**Modification
No Objection**

**More Information
Refusal**

S106 contribution total (see below for breakdown): £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

The proposal is for change of use of bank to 4 x flats (3 x 2-bedroom and 1 x 3-bedroom) with a retail unit on the ground floor. There is no vehicle access or car parking associated with the site directly from High Street, which has a direct frontage.

I note there is a hardstanding to the rear, accessed from Charlton Street, however this does not appear to be allocated parking for the flats and thus the proposals have been assessed on the basis of a nil car parking provision. Under the WSCC Car Parking Standards, four car parking spaces may be provided for the proposal. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking.

I note that a separate bicycle storage facility per flat will be provided within the site. Details of this can be secured via condition. There a range of local services, retail and amenity along High Street within walking distance. Steyning is not served by a Train Station however regular bus services run from the High Street to larger towns and villages.

No highway safety or capacity concerns.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

**Katie Kurek
Planning Services**

Appeal Decision

Site visit made on 14 November 2017

by AJ Steen BA (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 27 November 2017

Appeal Ref: APP/Z3825/D/17/3183605

Fringe Cottage, Mouse Lane, Steyning BN44 3LP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mrs Wilkie against the decision of Horsham District Council.
 - The application Ref DC/17/1161, dated 22 May 2017, was refused by notice dated 17 July 2017.
 - The development proposed is a single storey front extension.
-

Decision

1. The appeal is allowed and planning permission is granted for a single storey front extension at Fringe Cottage, Mouse Lane, Steyning BN44 3LP in accordance with the terms of the application, Ref DC/17/1161, dated 22 May 2017 subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 2124/1, 2124/2, 2124/3, 2124/4, 2124/5 and 2124/6.
 - 3) the materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

Main Issue

2. Whether the proposed single storey extension would preserve or enhance the character or appearance of Steyning Conservation Area.

Reasons

3. Fringe Cottage is located on the edge of Steyning and within the boundary of Steyning Conservation area. The Conservation Area covers the centre of the village, primarily consisting of buildings fronting the road in a mix of uses and traditional building styles. Fringe Cottage is set back from Mouse Lane above a tall retaining wall above which is a close boarded fence and hedge, with a front garden mainly laid to lawn. It is part of a linear form of development set back from Mouse Lane up to Horsham Road. To the front are Windsor Cottages, a group of houses adjacent to the junction of Mouse Lane and Horsham Road, and a number of small outbuildings.

4. The height of the house and its angle in relation to the road, along with the distance from it, and the surrounding means of enclosure means that Fringe Cottage is not prominent from the road. The neighbouring Washhouse Cottage and Ridgemount are located in a staggered line with Fringe Cottage, with the single storey conservatory to the front of Ridgemount extending significantly to the front of that property. They are largely hidden in views from Mouse Lane, although the conservatory to the front of Ridgemount is prominent in views from Penns Court over Horsham Road.
5. Only the top of the roof of the proposed modest single storey front extension to Fringe Cottage would be visible from Mouse Lane. The design of the extension would reflect the character and appearance of the house. Given the limited visibility of these properties as a group set back from the road, with buildings in front, the modest proposed extension to the front of Fringe Cottage would not harm the character or appearance of the existing building or surrounding area.
6. For these reasons, I conclude that the proposed extension would protect the character and appearance of Steyning Conservation Area. As such, it would comply with Policies 32, 33 and 34 of the Horsham District Planning Framework that seek high quality design that would respect the character of the surrounding area and would sustain and enhance the historic environment.

Conditions

7. To meet legislative requirements, a condition shall be imposed to address the period for commencement. I have imposed a condition specifying the relevant drawings as this provides certainty. A condition is necessary for materials to match those used on the existing house to maintain the character and appearance of the area.

Conclusion

8. For the above reasons and taking into account all other matters raised I conclude that the proposed extension would comply with the development plan and the appeal should succeed.

AJ Steen

INSPECTOR

Appeal Decision

Site visit made on 7 November 2017

by Rory MacLeod BA MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 27th November 2017

Appeal Ref: APP/Z3825/D/17/3175706

2 Henderson Walk, Steyning BN44 3SG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr and Mrs Coulstock against the decision of Horsham District Council.
 - The application Ref DC/16/2673, dated 22 November 2016, was refused by notice dated 20 February 2017.
 - The development proposed is single and two storey extensions.
-

Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect of the development on the character and appearance of the dwelling and surrounding area.

Reasons

3. The appeal relates to a mid-terraced house in an L-shaped block of three houses. It fronts a cul-de-sac whilst the side and rear walls face Henderson Walk that wraps around the site. The surrounding area is characterised by similar houses, many in short terraces and arranged informally around short culs-de-sac.
4. The proposed two storey rear extension would have a depth of some 3m but at its closest point would be only about 1.4m from the rear boundary. Notwithstanding the incorporation of a hipped pitched roof and use of matching materials the structure would appear as a high and conspicuous feature over the height of the rear boundary wall. Its mass would be prominent in the street scene when viewed from the junctions of Henderson Walk with South Ash, Willow Walk and Farnfold Road. Its form and proximity to the rear boundary would be out of keeping with the character of surrounding development.
5. The proposed two storey extension would be an unduly dominant feature that would have a detrimental effect on the character and appearance of the dwelling and surrounding area. It would thereby be in conflict with policy 33 of the Horsham District Planning Framework (2015) which requires new development to be of a high standard of design and layout, to relate sympathetically with the built surroundings and to respect the character of the surrounding area including its overall setting, townscape features and views.

6. I am mindful of the small size of some rooms and of the present dwelling as a whole which do not meet the current minimum floor areas prescribed under the Government's 2015 "Technical housing standards - nationally described space standards". I have also noted the appellants' aspirations for additional space to meet the needs of a growing family and the attempts to negotiate with the Council following the refusal of the appeal application. The set back of both single storey and two storey elements from the side boundary with 3 Henderson Walk would also help to mitigate any impacts on the living conditions of occupiers of this adjacent house. However, these matters do not outweigh the harm arising from the undue dominance of the two storey element. The appellant points out that under other circumstances that the extensions could be built under permitted development allowances, but it is the proximity to the rear boundary which results in both the need for planning permission and the harm arising from the development.

Conclusion

7. For the reasons set out above and having regard to all matters raised, I conclude that the proposal would have a detrimental effect on the character and appearance of the existing dwelling and surrounding area. The appeal is therefore dismissed.

Rory MacLeod

INSPECTOR

Issue 9 Winter 2017/18

Newsletter



First Rampion power is delivered to the national grid

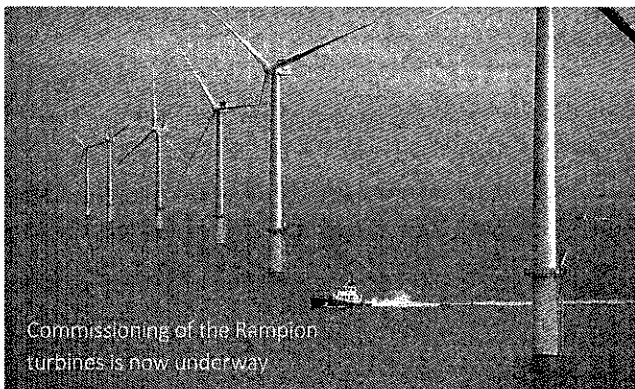
The first of Rampion Offshore Wind Farm's 116 turbines has started generating electricity, with the others set to follow as they are commissioned and turned on one by one in the coming months.

Delivering first power to the grid is a significant milestone for the project, as it moves from the construction phase towards full operation.

The installation of all the turbines was completed in September in just six months, with the two MPI jack-up vessels - *Discovery* and *Adventure* - working around the clock to get the job done.

Installing the final turbine was a major milestone but since the last newsletter, work has also included completion of the project's electrical infrastructure, which is less visible but no less vital for the wind farm.

Offshore, this meant the burial of all 144 kilometres of array cables, which connect the turbines to the offshore substation, as well as the completion of the offshore substation itself. Onshore, all 26.8 kilometres of cables are now installed and working, and the substation at Twineham is also operating. The first power generated by Rampion was delivered to the grid on 26 November.



Teams of technicians working inside the turbines and onshore in the control rooms will continue carrying out the final work required for each turbine to start producing electricity.

All turbines are due to be generating power later in 2018 when the wind farm will be fully operational.

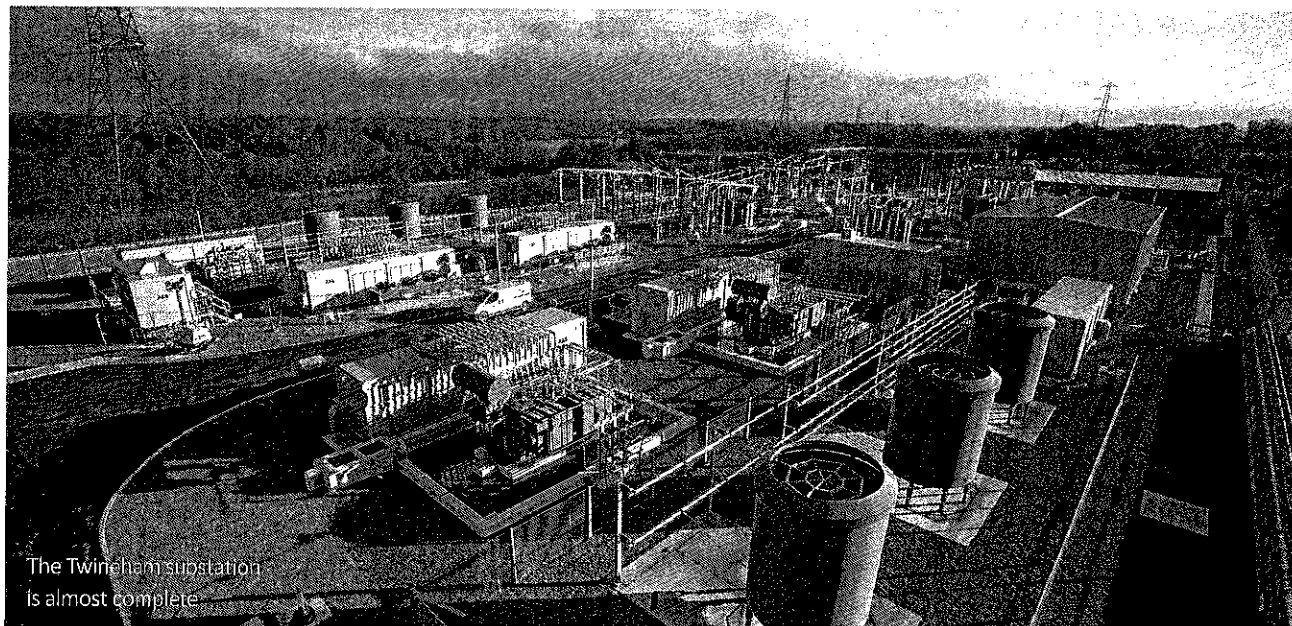
Community Benefit Fund open

Sussex based community groups have been invited to apply for funding with the recently launched £3.1 million Rampion Community Benefit Fund. The Fund is part of a £4 million package of benefits announced in November, which also comprised £800,000 for a Visitor Centre and an additional £100,000 donation, spread across four Royal National Lifeboat Institution stations.

The aim of the Fund is to make a real difference to the local communities by supporting a range of projects, including those with links to environment and ecology, climate change and energy, and improved community facilities. Priority will be given to projects that benefit disadvantaged people and communities. The Fund will be managed and administered by Sussex Community Foundation, a charity with expertise and a proven track record in managing community funds in Sussex.

Rampion's Development and Stakeholder Manager, Chris Tomlinson said: "The Fund is a voluntary commitment that recognises the wind farm is now a permanent neighbour to those living and working in Sussex. But it is also a thank you to the community for its support and patience as we have developed and constructed this nationally significant infrastructure project."

See back page for details on how to apply for funding.



Onshore cable route reinstatement to be completed in 2018

Reinstating both the onshore cable route and the surrounds of Twineham substation to their pre-construction condition is the priority for the project now that the cable installation is complete and work on the substation is nearing its final stages.

Reinstatement means returning the land along the full length of the site, including the South Downs National Park, to how it was prior to construction.

The work involves restoring all the drainage, replacing the subsoil and topsoil stored next to the cable route, re-seeding and re-planting the ground cover, replacing boundary fences and planting hedges and trees. Once the vegetation is robust enough the temporary fencing will be removed and all Public Rights of Way restored.

To ensure the success of the reinstatement, the activity, particularly the topsoil replacement, re-seeding and replanting, has to be carried out in the right seasons.

Reinstatement activity has started in some areas - the sensitive chalk grassland of Tottington Mount, land that will regenerate naturally, plus areas stakeholders asked to be prioritised, including near the substation and in Brooklands Pleasure Park.

Substation at Twineham

Reinstatement around the substation has so far included the laying of stone surfaces and installation of ancillary items such as gates and light columns.

A permanent access road has been installed alongside Public Right of Way 8T, and hedges have been planted around the work area.

Brooklands Pleasure Park

Onshore Cable Package Manager, Richard Carpenter said:
"The Brooklands Par 3 Golf Course is due to be reinstated and returned to the Council by the end of the year."

"By using specialist turf to ensure the greens rapidly return to their former condition, the Council should be able to reopen the golf course at the earliest opportunity."

The section of cable route between the golf course and the railway was due to be replanted with grass, trees and hedgerows before the winter set in, weather depending, however the temporary

construction fencing will remain until spring to give the vegetation chance to grow before area is open to the public.

The construction compound behind the green hoardings adjacent to Brighton Road will remain until at least the middle of 2018 as the offshore export cables require additional work.

Along the cable route reinstatement activity will pause at the end of December due to the weather and seasonal conditions. The reinstatement works along the cable route and at the substation will restart early in 2018 with planting to coincide with growing seasons and completion due by autumn.

The reinstatement is later than originally planned as construction was delayed due to a number of unforeseen issues that meant the project missed this year's planting window for much of the route.

Rampion's Project Director, Matthew Swanwick added:
"There is a total commitment to completing the works and returning the onshore cable route, substation surrounds and Brooklands Pleasure Park to their pre-construction states as rapidly as possible."

Following completion of the works, Rampion will monitor the reinstatement for up to 10 years to ensure it is a success.



Turning on the turbines

Once wind turbines are installed a whole new phase of offshore work is required to bring the giant machines to the stage where they are ready to start generating electricity.

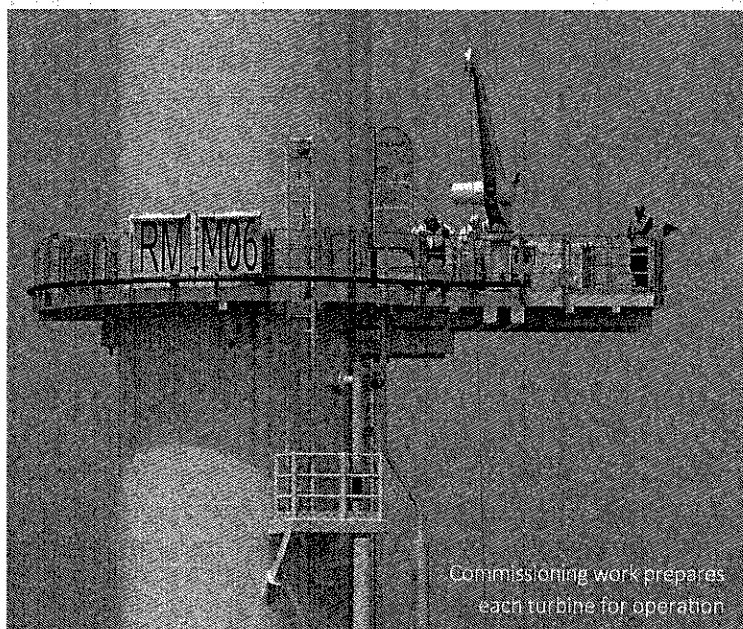
The first step after installation is the completion works, where the turbine's tower, nacelle and blades are bolted together. Then its internal equipment and electrical cables are connected and commissioned using temporary power supplies.

The internal high voltage cables are connected between the switchgear in the tower and the transformer in the nacelle. The high voltage array cables are also jointed to the switchgear, creating a string of connected wind turbines. Specialist technicians splice the fibre optic cables into a patch panel to establish the communications network.

Each turbine undergoes final inspections, tests and checks using the wind farm control system before being energised. Only after these tests are successfully completed can each string of array cables be energised and each turbine along that string be individually brought to life.

Turbine Commissioning Manager Adam Simmonds said: "The completions and commissioning phase has had numerous challenges, so it is exciting to now be producing electricity that is exported to the national grid.

"Once a turbine is running, we carry out a 240 hour reliability test to monitor its performance and identify any final snagging items before it is handed to the operations and maintenance team to begin its working life, turning wind into clean, green electricity."

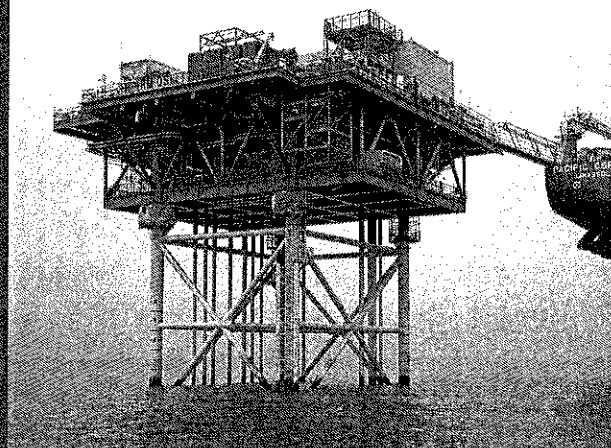


Commissioning work prepares each turbine for operation

Visit our new Rampion website

Rampion has launched a new website with a wealth of information about the wind farm including key facts and figures, latest news and updates plus photos and video galleries at www.rampionoffshore.com

The 3,000 tonne offshore substation is now energised



Offshore substation ready

Like the turbines, the installation of the offshore substation kicked off a new round of activity needed to ready the infrastructure for the start of generation.

Since April there have been significant completion, installation and commissioning works on the transformer and switchgear, electrical systems, plus fire detection and suppression systems.

Completion Works Manager, Mark Brown said: "Workers have been living on-board the jack-up vessel next to the substation to enable 24/7 working, walking to work and other benefits as they prepared the 3,000 tonne structure for operation."

Newhaven base close to completion

The new operations and maintenance base at the East Quay in Newhaven Harbour is nearing completion with the 60-strong team set to move in early in 2018.

It is a dedicated facility with offices, warehousing and new pontoons. The base has been designed to be environmentally-friendly with solar panels, electric car charging points, tinted windows, air source heat pumps and other energy efficient features.

Since July, the building has rapidly taken shape and the internal fit out is now well underway. The concrete yard slabs, site drainage and boundary fencing are the latest activities to be carried out. Work on the pontoons will continue into 2018 and is due to be finished in the middle of the year.

Plant Manager, Richard Crowhurst says: "The operations team has closely watched the construction of the facility from its adjacent temporary offices in the Port and everyone is now keen to move into their new quayside home.

"We have been training, preparing and establishing new systems and processes for the past year so we are definitely ready to get settled in and take the wind farm into its operational phase."

Supporting safety at sea

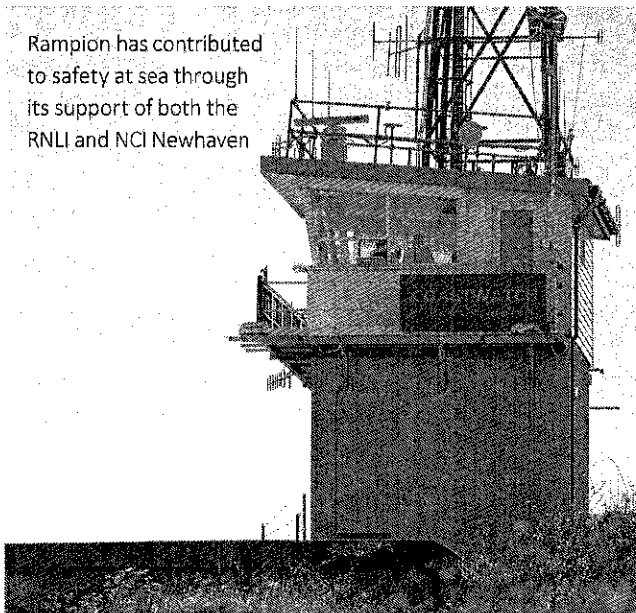
Safety at sea is at the core of two recent Rampion initiatives supporting local marine safety organisations.

A total of £100,000 was awarded to four local Royal National Lifeboat Institution (RNLI) stations as part of a package of benefits announced in November. The funds will be shared equally between the Littlehampton, Shoreham Harbour, Brighton Marina and Newhaven RNLI lifeboat stations, which have covered the wind farm site during the project's construction.

RNLI Media Officer for London and the South East, Paul Dunt said: "As a charity, we receive no government funding and rely entirely on donations, legacies and fund-raising, so this money will help our incredible lifeboat volunteers, at these four busy south coast stations, to continue to save lives at sea."

In a separate sponsorship initiative, the National Coastwatch Institution Newhaven also received support from Rampion, for the supply and installation of a new radar system for its station on the cliff top at Castle Hill. The equipment will help the volunteer organisation to keep watch along the south coast, looking out for danger and aiming to ensure boat safety.

Rampion has contributed to safety at sea through its support of both the RNLI and NCI Newhaven



How to apply for funding (from page 1)

The Sussex Community Foundation (SCF) will manage the £3.1 million fund over the lifetime of the project, with grants available across the different geographical areas related to the development, construction and operation of the wind farm.

Specific details on the application criteria can be found on www.sussexgiving.org.uk/rampion while interested parties can also telephone the SCF grants team on 01273 409440.

The deadline for the first round of grant making is Friday 12 January 2018.

Students from Ratton School take part in an evacuation training exercise



Open Doors at Newhaven

More than 50 students from four Sussex secondary schools visited Rampion's construction site at Newhaven in November as part of the East Sussex County Council's Open Doors initiative, aimed at boosting young people's career prospects and inspiring their career choices via different workplace experiences.

The students learnt all about the wind farm through presentations and a film, they went on-board a crew transfer vessel, had hands-on experience in the marine co-ordination centre and took part in training exercises. They were quizzed on what they learnt and went home with Rampion information packs.

Rampion Visitor Centre for Brighton

Rampion's Visitor Centre will be located in two of the newly refurbished arches just east of the i360 in Brighton and is set to become a leading information source for exploring offshore wind energy technology, while telling the whole story of the Rampion project.

The Visitor Centre will house innovative exhibitions and interactive displays and is set to open around mid-2018.

Almost a dozen venues in Brighton and Worthing were assessed as the potential site, with the Brighton arches being chosen due to the high footfall location, views of the wind farm and excellent public transport connections, as well as its available floor space.

It will be open all year round and will add to the Sussex tourist offering, helping to attract people and boost the economy while also being open to visits from students, school groups and educational outreach opportunities.

Rampion took the lease in October and rather than leave the arches empty, has donated the space as temporary workshops for two artist groups - Exploring Senses and Pop-Up Brighton. They will both have a free home in the arches until at least April 2018.